

RISK ASSESSMENT FORM



SEVERITY X LIKELIHOOD = SAFETY FACTOR

Location: Ride Out
Department: Command Team
Activity/place: From A to B – Dry or Wet weather

Assessments:

15-25 High (H)
 7-14 Medium (M)
 1-6 Low (L)

Reference number: RA/001/1/2018

Signed: _____ **Date Completed:** _____

Review Date: _____

Severity

- 1 No injury
- 2 Minor injury (no time lost)
- 3 Time lost up to 7 days
- 4 Time lost above 7 days
- 5 Severe injury/death

Likelihood

- 1 Rare
- 2 Unlikely
- 3 Probable
- 4 Very likely
- 5 Certainty

What are the Hazards	Who might be harmed, and how?	Sev	Lik	Total	L M H	What are you doing already? What further actions are necessary.	Actions by When and by Whom	Done
Accident/Collision with road user, pedestrian or property.	Riders. Pillions. Other road users. Pedestrians. Road Traffic Collision. Slips, trips and falls.	4	2	8	M	1. All M/C must be taxed and insured. 2. Plan route identify critical points. 3. Ride route prior to ride-out. 4. Identify key personnel. 5. Orange/yellow hi-visibility vests issued. 6. First aid kits carried. 7. Safety brief given pre-ride.	Command Team. Before ride-out.	
Collision with each other due to riding in a group.	Riders.	4	2	8	M	1. All M/C must be taxed and insured. 2. Observe 2 or 4 second rule whilst riding. 3. Stop M/C, secure scene, give first aid if trained, call for help. 4. Professional assistance may be required depending on collision.	Command Team. Ongoing respond as required.	

What are the Hazards	Who might be harmed, and how?	Sev	Lik	Total	L M H	What are you doing already? What further actions are necessary.	Actions by When and by Whom	Done
Collision with 3 rd party road user/property whilst dismounted at start/on route/finish.	Riders. Pillions. Other road users. Pedestrians and Property.	3	2	6	L	1. All M/C must be taxed and insured. 2. Secure scene, give first aid if trained, call for help. 4. Professional assistance may be required depending on collision.	Command Team. Ongoing respond as required.	
Breakdown/Stranded.	Riders. Pillions. Car Drivers.	1	3	3	L	1. All riders must have recovery/breakdown insurance. 2. Marshal to stop and give assistance.	Marshall to stop and give assistance prior to re-joining group.	
Rider(s) become lost or fragmented from group.	Riders. Pillions. Car Drivers.	1	2	2	L	1. A nominated rider takes the lead and continue to destination or return home.	Rider to make decision.	
L-Plate Riders/Guests.	Rider.	4	2	8	M	1. Identify learner riders who have not ridden in a group. 2. Marshalls made aware and assist where necessary. 3. Identify mentors to shadow these riders throughout the ride.	Marshalls to be aware. Mentors allocated.	
Motorcycles with no mirrors.	Riders. Pillions. Other road users.	4	2	8	M	1. Mentioned in safety brief pre-ride. 2. More emphasis on over the shoulder and lifesaver checks. 3. Should keep to the left in staggered formation.	Marshalls to be aware and enforce riders to the left.	

What are the Hazards	Who might be harmed, and how?	Sev	Lik	Total	L M H	What are you doing already? What further actions are necessary.	Actions by When and by Whom	Done
Communications.	Lead Rider (LR). Tail Rider (TR).	1	1	2	L	1. Communication to key personnel using B2B wireless headsets, PMR, CB radios.	Command team. Ongoing respond as required.	
Weather – Risk of incident due to conditions. Slips, Trips and Falls.	Riders. Pillions. Other road users. Pedestrians and Property.	3	3	9	M	1. Dry/Wet weather - Each rider has a two second gap behind the bike in front of them; In wet weather this rule will extend to a 4 second gap. 2. In the event of adverse weather conditions the command team will cancel the ride.	Command team. Decision to made prior to the ride taking place.	
Fatigue/Cramp.	Riders. Pillions.	2	2	4	L	1. All riders will know the distance prior to ride commencing. 2. All riders to be fed & watered prior to ride. 3. Suitable comfort breaks (layby/cafes) identified on route. 4. Riding no more than 90mins at any one time.	Command team. Managed by Lead Rider with suitable breaks at intervals not exceeding 90 minutes.	
Health and Wellbeing.	Riders. Pillions.	2	2	4	L	1. If you feel unwell do not ride and leave it for another day. 2. Proper full motorcycle clothing i.e. helmet, jacket, trousers, boots, gloves, worn is mandatory.	Only the rider/pillion can make this decision.	

Notes:

- A group ride is two or more riders. If it is an official ride out then there could be between 50 and 100 bikes. The command team should break the main group down into more manageable smaller groups. Each group will have a lead and tail rider.
- A safety brief and risk assessment of the ride must be completed by the command team. The command team consists of Lead rider, Tail rider (or Tail End Charlie), 2I/C, Marshalls, Sweepers, First Aiders.
- First Aid Kits must be fully stocked and in date. Make sure there are sufficient motorcycle first aid trained personnel and first aid kits placed within the group. These first aiders must be identifiable throughout the group by wearing a first aid pin badge, arm band or green/white cross on their helmets.
- Lead rider and Tail rider must wear a high visibility waistcoat/vests to help identification purposes. Ideally all the command team should be wearing high visibility clothing.
- To be sure you are buying protective gear that meets the agreed standards, look out for the 'CE' (European Conformity) number. 'CE' numbers have been developed by leading industry professionals and medical consultants - there is a specific one for every item of protective motorcycling gear: Gloves – EN13594-2015, Boots – EN13634-2015, Jacket and trousers – EN13595-1:2002, Elbow, shoulder hip and knee – EN1621-2-2014, Back protectors – EN1621-2-2014, Chest protectors – EN1621-2013.